GRUMMAN

plane news

Vol. 40, No. 3, February 13, 1981. Bethpage, N.Y. 11714

It takes the best to make the best -pg. 5

At the helm. *Vice President Dan Knowles (L) was on hand at the annual Grumman Retirees Club holiday luncheon to induct the new club officers for 1981: (L to R) George Petrilak, president; John Wichmann, vice president; Joe Oliver, treasurer; Bob Giles, secretary; and Howard Cooney, sergeant-at-arms.*

Elite club open only to Grumman retirees

The Grumman Retiree Club is an elite group. As one member says, "You have to pay your dues. . .two bucks a year and a Grumman career."

Today there are over 3,600 members. No longer just a Long Island-based organization, the Retiree Club has branched out to include nine chapters: six in Florida, and one each in New Mexico, New Jersey and Georgia.

"Starting up your own chapter is easy," says Ellen Drasser of Recreation. "You must have a minimum of 25 Grumman retirees interested in joining your chapter." Then just call or write to Drasser, Grumman Recreation, Grumman Aerospace Corp., A01-28A, Bethpage, N.Y. 11714; telephone: (516) 575-2133.

You may also wish to contact the presidents of the present chapters:

Long Island (parent) Club: George Petrilak, 19 East Haven Lane, East Northport, N.Y. 11731. Telephone: (516) 499-6260.

Midwest (Florida) Chapter: Ella Schell, 13 E. Melissa Drive, Beverly Hills, Lecanto, Fla. 32661. Telephone: (904) 746-5646.

Suncoast (Florida) Chapter: Chester Parker, 1869 Del Robles Drive, Clearwater, Fla. 33516. Telephone: (813) 536-5385.

Treasure Coast (Florida) Chapter: Doug Kent, 57 Camino Del Rio, Port St. Lucie, Fla. 33452. Telepone: Not available.

Southwest (Florida) Chapter: Walter Baldwin, 85 Jose Gaspar, North Fort Myers, Fla. 33903. Telephone: (813) 995-0910.

Northeast (Florida) Chapter: Bob Taylor, 5 Kimberly Court, Daytona Beach, Fla. 32014. Telephone: (904) 767-0460.

Gold Coast (Florida) Chapter: Gus D'Errico, 1918 SW 16 Avenue, Boynton Beach, Fla. 33435. Telephone: (305) 737-7687.

Desert Sun (New Mexico) Chapter: Al Due, Route 2, Box 246, Las Cruces, New Mexico 88001. Telephone: (505) 523-4621.

Garden State (N.J.) Chapter: Bud Arnold, 5-D Alden Court, Whiting, New Jersey 08759. Telephone: (201) 350-2430.

Savannah (Georgia) Chapter: Scotty Smith, 10509 Middleground Road, Savannah, Georgia 31406. Telephone: (912) 925-4437.

If you are not a member of this elite Grumman club, just drop Drasser a line. Membership dues are only $2 a year. All members receive the monthly club newsletter and are welcomed at any club meeting — from New Mexico to Long Island.

Back to school

Application forms for the Grumman tuition reimbursement program are now available at all Employee Services offices and Field Service Administration offices. Students are reminded that applications for the spring semester must be filed with the Tuition Reimbursement office, mail stop A01-39, within 30 days of the school's last date of registration.

people

Designing the future

On January 13, the American Institute of Aeronautics and Astronautics (AIAA) honored Grummanite Charlie Boppe.

At the AIAA 19th Aerospace Sciences meeting in St. Louis, Missouri, Boppe received the 1981 Lawrence Sperry Award

Charlie Boppe

"for his notable contribution to the advancement of aeronautics and astronautics."

Boppe, a Plant 35 senior aerodynamics engineer, won the award for his development of a computer program that can be used in aerodynamic design of high-speed aircraft.

Simply put, Boppe came up with a "computer wind tunnel." Previously, aerodynamic engineers could use a computer to test simple two-dimensional shapes. With Boppe's computer program, complex, realistic shapes of high-speed transonic aircraft designs can be tested.

In addition to the Sperry Award, Boppe also received the NASA Public Service Award for his "computer wind tunnel" in October 1980.

Professionally speaking

Several Grummanites were recently elected to positions in Computer Aided Manufacturing International, Inc. (CAM-I), a non-profit organization devoted to the advancement of computer-aided manufacturing throughout the world.

Dick Cyphers, deputy director of Manufacturing-Technical, was elected to the board of directors for a three-year term. In addition, Tom Fessenden, assistant director of Corporate Systems-Technical; Dom DiGangi, assistant manager of Shop Loading and Control; and Ray Winslow, a computer applications engineer, were named chairman of various CAM-I projects.

. . . . In addition, John Pereira of Business Management and Analysis has been appointed by Suffolk County Executive Peter Cohalan to a three-year term as a member of the county's Transportation Advisory Board.

Eye on space

Grumman engineers Arthur Frank and Allan Nathan were recently awarded certificates of appreciation by the National Aeronautics and Space Administration (NASA). They were cited for their work toward the development and design of a Manned Remote Work Station (MRWS) to be used with the Space Shuttle.

Frank and Nathan conceived a structure that will enable astronauts to perform building, repair, and maintenance tasks in space from within a protected environment. Their idea evolved from the "cherry pickers" used by utility companies to service power lines and by fire departments to combat fires in tall buildings.

Space notes. *Arthur Frank (L) and Allan Nathan recently received certificates of appreciation from NASA.*

The MRWS will be a pressurized cabin about 10 feet high by seven feet in diameter and will operate in cherry-picker fashion.

Jet stream of water flows through composites

Cutting composites can be difficult and messy. Materials such as Kevlar — which is used in bullet-proof vests — are hard on saw blades. Plastic parts, when cut, have "strings" that must be sanded off.

Cutting and finishing makes plenty of dust, too. But a new process being tried in Milledgeville eliminates most of the problems. A jet of water, fired through a hole the width of a human hair at pressures up to 55,000 pounds per square inch, can cut any of these materials. There is no dust created, and the operator, such as Milledgeville's "Buddy" Turano, doesn't even get wet. The two cutters — the other is a hand-held model used to cut contoured shapes — are the first tried by Grumman Aerospace.

They're a perfect match: new DC-8 engine, pylon

The first Grumman-assembled powerplant and pylon for the DC-8 re-engining program were successfully joined late last month in Plant 1.

Originally, the first mating of these two assemblies was to have taken place at the McDonnell Douglas facility in Tulsa, Oklahoma, where they will be installed on the first DC-9 Super 70 Series commercial jetliner.

"The first assembled powerplants were slated to be shipped from Calverton to Tulsa last December," says Joe Beattie, program manager, "but CAMMACORP delayed shipment until some buyer-furnished equipment was delivered to Calverton.

"This extra time allowed us to mate the engine unit with the pylon in Bethpage," reports Beattie. "The night crew in Plant 1 did the honors. Everything went great."

Early this month, the first shipset of assembled powerplants from Plant 6 and pylons from Plant 1 will be delivered to Tulsa. There they will be installed on the first DC-8 Super 70 Series aircraft which begins extensive flight tests in May 1981.

The Super 70 Series will be refitted with new CFM-56 turbo-fan engines, produced jointly by General Electric and SNECMA, a French manufacturer. The new engines are expected to make the DC-8 the quietest four-engined airliner in service, says CAMMACORP, a Los Angeles management organization which is supplying overall program management.

Grumman's multi-million-dollar contract covers nacelles and pylons for 100 airliners and an option for 50 more. Since the DC-8 is a four-engined plane, 600 nacelles and pylons may be built by Grumman through 1985. The company has also contracted to do the engine build-up.

Get new posts

A flurry of appointments were announced in late January; three in Corporate Systems, and eight in Personnel and Administration.

In Corporate Systems, Thomas Fessenden has been named deputy director-Technical; Joseph Ullman has been named deputy director-Business/Finance; and Patrick Valenti is deputy director-Operations.

In Personnel and Administration, Richard Kosse has been appointed deputy director-Administrative Services; Claude Gibson, director-Information Resources and Records Management; Richard Lindstrom, director-Food Services; George Schreiber, director-Communications Services; John Scully, deputy director-Information Resources and Records Management; Richard Friedel, deputy director-Personnel and Administration Operations; Charles Fuschillo, deputy director-Personnel Relations and Compensation (in addition to his responsibilities for the Employee Service office); and Peter Neglia, deputy director-Operations, Presentations Services.

Company matches donations to private, public schools

Colleges and universities are not immune to the financial pinch. Not only has inflation hurt these schools, but there are also fewer big contributors to college funds today.

Grumman tries to foster alumni giving through its Matching Gift Program. Under this program, the company matches your donation dollar for dollar.

Gifts are eligible for matching company funds when they are made to any college — public or private — granting a two- or four-year degree. These colleges must offer an accredited program leading to an associate degree or higher. Foreign colleges and universities are also eligible as long as they offer equivalent accredited degree programs.

Contributions may be made to more than one institution, but matching limits are set at $1,000 per school, with a $10,000 total per year.

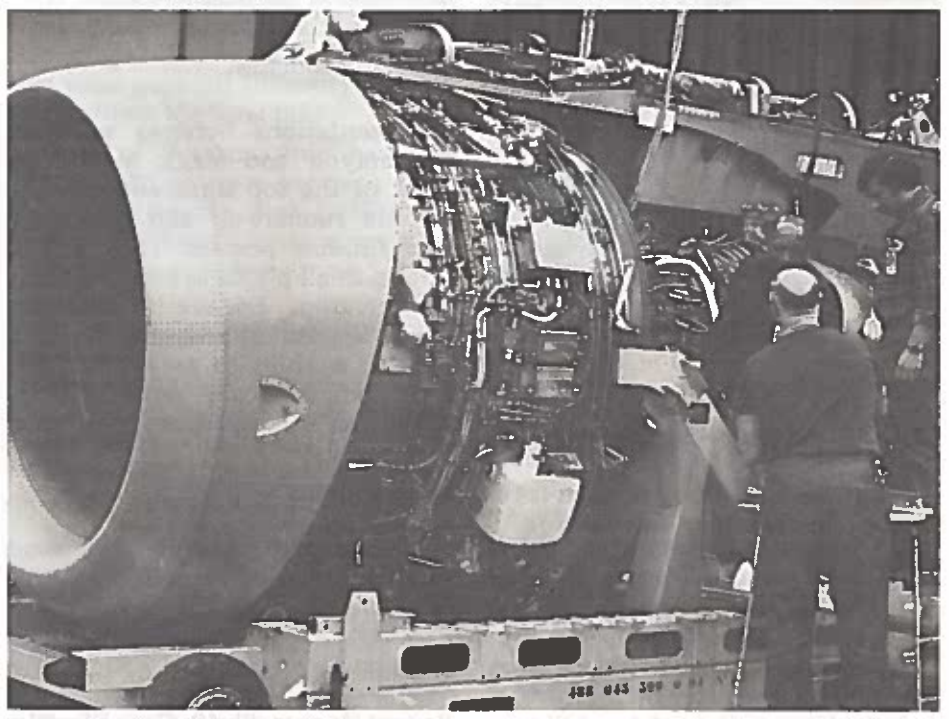
Remember that you need not be a graduate of the institution. Frequently, parents donate to colleges attended by their children or to those schools they expect their offspring to attend.

Contributions other than cash are eligible for cash matching, but will be made at the company's discretion after valuation of the employee's gift. Contributions made to alumni associations or paid as dues are not eligible for matching.

Grummanites can apply for matching funds by submitting an official receipt or letter of acknowledgment from the institution. The contribution amount and date must be included. Mail to Matching Gifts program, mail stop A24-111.

Requests for matching gifts will be fulfilled at the end of each quarter, and checks will be mailed out shortly thereafter. A grace period will extend through the end of March to permit those who made contributions during 1980 to apply for matching gifts.

For more information, call Carol Nelson, Public Affairs, Ext. 6622.



Ideal pair. *Last month, the Plant 1 night crew successfully joined the new DC-8 powerplant with the pylon.*

A nose for news. *A structural mock-up of the Grumman/Beech VTX aircraft, from its nose to the rear seat bulkhead, was rolled out of Beech Aircraft's Wichita, Kansas, hangars on January 22. It was shipped to Bethpage, where Grumman will outfit it with instruments and seats. Grumman will use the mock-up to evaluate the installation of hydraulic and electrical equipment. It arrived in Bethpage on February 4.*

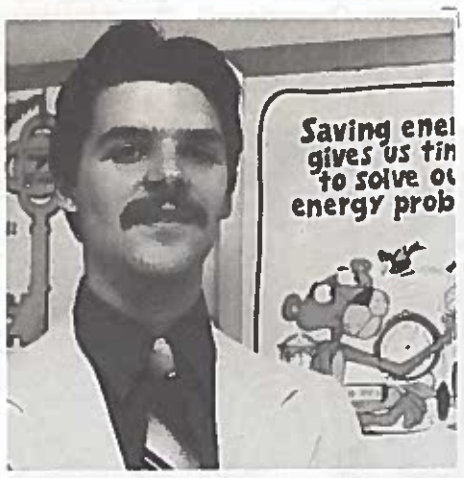
Muhleisen wastes no energy, wins conservation competition

Bob Muhleisen hadn't entered a poster contest since grade school . . . and so, it came as a big surprise when he won first prize in the contest sponsored by Grumman's Energy Conservation Services group. An accountant in Plant 30, Bob was one of 150 people to enter the contest.

"They said it was the idea that mattered — not the artwork, so I just took a shot at it," he says.

On a plain sheet of white paper, he wrote "It's The Little Things That Count: CONSERVE." Underneath that he sketched a thermostat, a 55-mph speed limit sign, and other symbols of energy savings. For a bit of thought and a few minutes' effort, he won the top prize of $300.

"I didn't conserve the prize money, though," he says. "I went skiing over the holidays and that took care of most of it."



Bob Muhleisen

Finishing touches

Presentations Services will take the crayon and Magic Marker efforts of the top three entrants and the six runners-up and turn them into finished posters. They will be put up in all plants as part of Energy Conservation Services' continuing energy awareness program.

"I'm anxious to see what it will look like when the artists get finished with it," says Bob.

More winners

The second prize of $150 went to John Dileo of Plant 3; Ted Kole of Plant 5 won the third prize, $75.

Honorable mention: Rick Chiorando–Pl. 5, Curt Dolderer–Pl. 18, Robert Hughes–Pl. 40, Gary Pfaeffle–Pl. 5, Doug Sedgely–Pl. 5, and Joe Ullman–Pl. 5.

Free referral service

The Nassau Library System is offering The Learning Connection, a free referral service which puts people who wish to teach, learn or share a particular subject or special interest, in touch with each other.

There are now 400 subject areas available. To register or for further information, visit your local library or call The Learning Connection, (516) 538-9100.

Fans love vanpools

Vanpools are the answer to commuter woes for 120 Grummanites.

At present, there are 10 Grumman vanpools in operation. The company began its vanpooling program in July 1979 to offer Grummanites an alternate mode of commuting to and from work.

"I can't think of a better way to drive to work," says Mike Solan, an Advanced Systems engineer in Plant 5. Mike has been driving 11 fellow workers to Grumman from the Stonybrook-Setauket area since the inception of the program.

Retire a car

"Vanpooling is a great way to retire one of the family's gas guzzling cars," states Mike. "We've been able to go from a three-car family to a two-car; so have a lot of my riders."

Mike adds that insurance costs are lower, and since he does the driving, his passengers are free every morning and evening to sleep, read or do whatever they want while they commute.

Not for everybody

The vanpool driver admits that vanpooling is not for everybody at Grumman. "If you have to work overtime, or participate in bowling or softball after work, or if you go to night school, it's not for you," says Mike, who's been with the company over 17 years.

"But if you go straight home after work, it's ideal."

Every one of the 10 Grumman vanpools is run a little differently from the others. For instance, Mike starts off his morning run around 6 a.m. and picks up his passengers at their homes. Some other vanpools arrange for a centralized pick-up area.

Since each van is equipped with an am/fm stereo radio, rules have been established for which station will be played. "We vary our selection, from news to pop music to country western," says Mike.

Smoking rules are definitely in order. "Our rule is simple. Once the first non-smoker steps aboard, no one smokes. Since I'm a smoker and so are the first three guys who get on the van, we have one smoke and that's it."

Even though he travels with 11 people, there are times when the van is absolutely quiet. "It's like a hearse," states Mike. "Everybody is sleeping. Other times, we're talking about the latest news. And then we can get really animated. For instance, when someone gets an oil delivery."

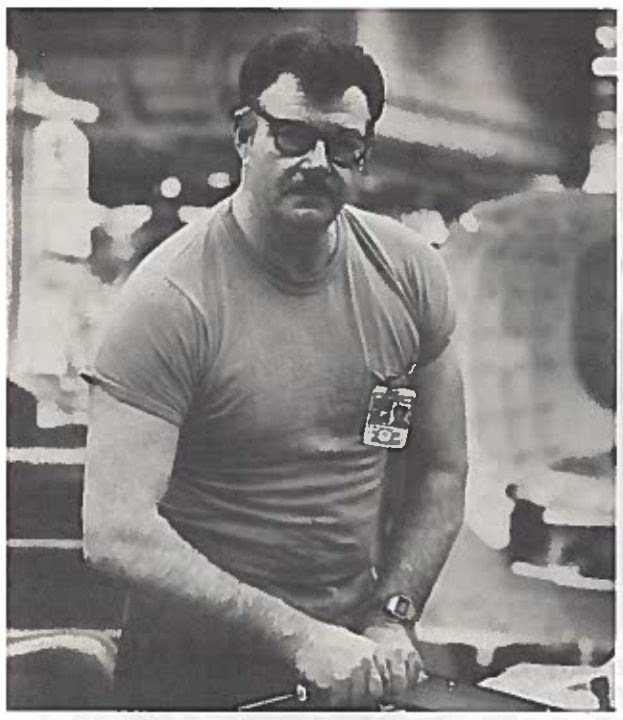
Since Mike is the vanpool driver, he's in charge of collecting the monthly charge of $60 in cash from each passenger. "It used to be $50 a head, but gasoline cost has increased."

Mike also has use of the van over the weekends and is in charge of filling the gas tank, taking the van to the dealer for maintenance, and keeping the van clean.

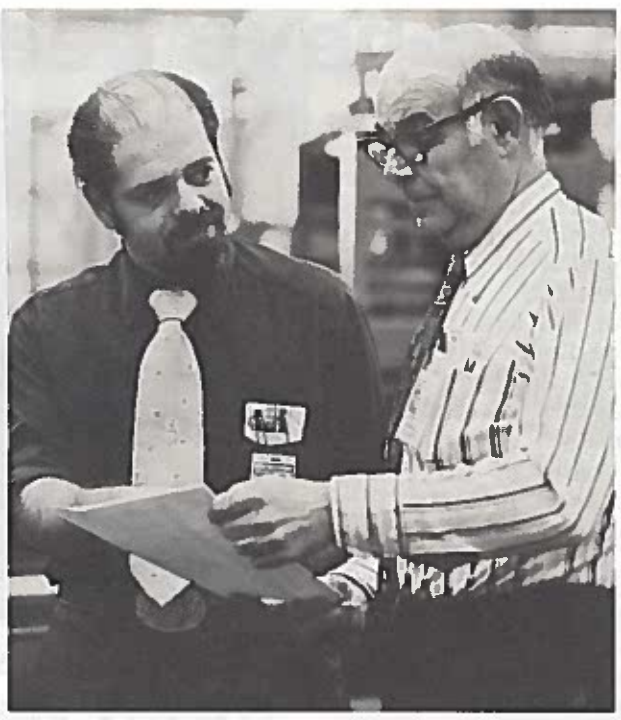
Interested?

Grummanites can find out more about this commuter service by filling out a vanpool registration card at Employee Services. Hank Patterson of Personnel will contact you as soon as your card is received. Patterson can be reached on Ext. 7444 for additional information.

Homeward bound. *Since July 1979, Mike Solan has been driving fellow Grummanites to and from work with a Grumman van.*



John Jordan



Sam DeLuca and Al Castelli

Steve Dorniak

Wanted: Master craftsmen

Some campaigns kick off with a bang and end with a whimper a short time later. That has not been the case with Grumman's Pride of Workmanship program.

Now in its sixth year, Pride of Workmanship with its "do it right the first time" philosophy shows no signs of quitting. Over 6,000 Grummanites in Manufacturing, Quality Control, Tooling, and Material Management are making it work.

This year, participants will be shooting for a new level of workmanship called Master Craftsmanship. The new level will carry on the Pride tradition — but with a few new twists.

Only the best

"As when we started this program back in 1975, we're talking about survival," says Bill Voorhest, Vice President-Security and Corporate Services, who heads the program with Joe Kingfield, director of Quality Operations.

"Customers are taking a good, long look at their suppliers. Are they on time? Within costs? How's their quality of workmanship? In our industry, only the best are going to survive," states Voorhest. "We're out to make sure that we're ahead of our competitors."

Sharpen edge

Over the past several years, Grummanites on Pride teams have been striving to give the company that edge. Pride of Workmanship is a working success. That's not just hearsay. Voorhest and Kingfield have the facts to prove it.

"There's been a greater awareness of defects," says Kingfield. "In fact, defects and rework costs have been cut over 40 percent."

Adds Voorhest, "Grumman men and women on the Pride teams have proven that they're keen on delivering reliable, quality products to our customers. More than half of the teams are already in the top three award phases . . . and beyond."

Right way to go

The program has encouraged participants to feel responsible for any work defects they may have caused, detect them whenever possible and report them to Quality Control prior to correction

No doubt there were skeptics when the program began six years ago. "A few people were not sure how the program would work, or whether they could achieve the goals set for the team," says John Jordan, leadman in Plant 2 Subassembly in charge of building the tail sections for the EA-6B and A-6E.

Good crew

"But we have a good, conscientious crew with a lot of time in the company, and the interest grew."

The same holds true for senior leadman Steve Dorniak's crew in Plant 1 Avionics Assembly — Electrical Fabrication. "A lot of people welcomed Pride of Workmanship. It gave them something to shoot for," says Dorniak. "It was also good for the newer ones so they could get an idea of how Grumman and quality go hand-and-hand."

It can be a devastating blow to Pride teams if they don't meet their weekly goals and they have to go back to square one. "It takes a talented and dedicated crew to bounce back," states Jordan. "You start looking for weak spots in your own performance. You're more self-critical. Your awareness of defects and crabs becomes sharper."

Friendly rivalries

Competition between Pride teams is sharp, too. "It keeps us on our toes," says Sal DeLuca, foreman of Plant 43 Mechanical Structures Fabrication. "Even if an error should slip by, some guy down the road is going to catch it. And you can bet he's not going to take the rap for it."

Al Castelli, assistant foreman in Plant 43, feels that the message is spreading. "Doing your best the first time pays off for everyone; it's better down the long pike."

Pride of Workmanship has also forged a strong team between manufacturing people and quality inspectors. "There's been a growing understanding between us," says DeLuca. "Instead of finger-pointing, we're working together to solve problems."

Dorniak feels even stronger about the changing relationship between production and inspection. "We say 'bring on the toughest inspector . . . the stricter the better.' "

Better rapport

Frank Gatz, leadman in Plant 6 F-14 Production, concedes that although there is still some bickering, there is definitely a better understanding than in the past.

"People say they want Grumman to fly a perfect product over the fence," reflects Gatz. "With Pride of Workmanship, they realize that their job is just as important as the next guy's."

Says Dorniak, "Pride of Workmanship drives home the point that the future of Grumman — and our own jobs — relies heavily on our performance today."

Both Voorhest and Kingfield believe strongly that the new Master Craftsmanship level will continue that spirit of pride. "Grummanites have really jumped on the bandwagon and personally made this program work," says Kingfield. "The Master Craftsmanship level will demand even more teamwork and give people even greater responsibilities in making the company more competitive in the years ahead."

Keep the spirit

While keeping with Pride's philosophy, Master Craftsmanship will be made up of department teams instead of leadperson squads. Craftsmanship awards will be presented every six months to those departments which show a downward trend in defects and rework.

Master Craftsmanship awards will be given annually to the best departments at Grumman. A special awards dinner will be held for the winning teams.

Pilot programs have already begun in Plant 2 Detail Parts, Plant 3 Honeycomb-Final, and Plant 43 Wire Fabrication.

Watch for it

A presentation of this new Pride program level will be made to each department in the near future.

Mauriello: 'I could have been the champ'

"Today's boxers don't want to be fighters, they want to be lovers," proclaims Tami Mauriello.

Every man is entitled to his opinion, but this man is not making any coffeebreak chatter. He's been there.

Tami, who works in Great River's Facilities-Maintenance Department, grew up in the 1930s near Fordham University in the Bronx.

"It was a tough neighborhood," reflects Tami, "and by the time I was 13, the other kids were paying me to fight for them. I was a great fighter, so my older brother gave me his birth certificate and I became an amateur boxer at the age of 14."

The young fighter fought over 170 amateur fights in the U.S. and in Cuba. "In those days you fought sometimes a few times a week or even twice a night."

Forty years ago, the winner of any amateur fight received a gold watch. "I had so many that I gave everybody in my neighborhood a gold watch," says Tami. "Then I started selling them to make a buck."

After 170-plus victories, one defeat and a couple of Golden Gloves championships under his belt, Tami turned pro at the age of 17.

That year he had a shot at taking the light heavyweight title from Gus Lesnevich. "I knew I beat him," recalls the 30-year Grumman veteran. "At the end of the bout, I was jumping around the ring with my arms held high. Boy, was I shocked and embarrassed when the ref raised Gus' arm in victory. But I was just a kid and I knew I'd get another chance."

He did — probably the biggest bout of his life. In 1946, Tami fought Joe Louis for the heavyweight championship of the world.

Wrote *Newsweek* in July 1946: "Young Tami has been chosen as victim for Joe Louis' 23rd defense of his crown. . .But who fighting today is capable of challenging Louis' supremacy?

"On the basis of his record, which looks good in print, Tami was the logical choice. He has won 69 of his 77 bouts. He has dropped seven decisions and fought one draw. He has a winning streak of 12 fights, 11 of which have been knockouts. His last match was a fifth-round KO of Bruce Woodcock, the British heavyweight champion. . . .Often knocked down but never knocked out, Tami is an aggressive puncher with a jolting left and a strong right. . . .But he can't hide and he can't run."

Tami was 23 years old. He had trained hard for the fight. First he tried the country, but the fresh air and quiet drove him back to the homelike noises of a New York City gym. All his friends showed up at Yankee Stadium on September 18 to see him demolish Louis. "Ringside seats then were only $30 each," says Tami. "A bleacher seat went for $3."

A bit hasty

His friends even held a victory parade for him before the bout. It turned out to be a bit premature.

Life magazine reported on September 30: "At 10:14:06 EDT on the night of September 18, Joe Louis was the most surprised man in the world. He hung on the ropes at one side of the ring in New York's Yankee Stadium, his gloved right hand holding the top strand, and looked wonderingly across the ring at a Bronx bartender whose punch had knocked him there.

"The bartender was Tami Mauriello, a 10-1 shot who was fighting Louis for the heavyweight championship of the world. At the very start of the fight Mauriello had stalked Louis a few seconds, then let fly a powerful right which had sent Louis into the ropes. But seconds later Louis had recovered from his surprise, and fiercely knocked Tami to the floor. Tami got up again but at 10:15:50, he was knocked down to stay. Afterward, Tami kept repeating tearfully, 'I just got too goddamn careless.' "

Life added that "Some fight experts said that if his blow had been lower, Tami might have been champion."

Days gone by. *In the early 1950s, Tami Mauriello (2nd L) meets with Jake Swirbul (L), Grumman president; heavyweight champ Rocky Marciano; and Peanuts Barbetta of Public Affairs, a former bantamweight fighter.*

"I kept trying to finish Joe off, but the referee kept holding me back," remembers Tami.

Jack Rettaliata, then Grumman Vice President of Public Affairs and now a consultant, was at ringside with Grumman President Jake Swirbul. "Tami has a point," recalls Jack. "The ref appeared to be holding him back. But Tami was in there with Joe Louis and Joe was one hell of a boxer. Tami was a strong, powerful puncher, but not a great boxer."

How would Tami compare his boxing era to today's? "We were hungrier; we fought to eat. A lot of today's boxers fight for real estate and commercials.

"In his prime, Joe Louis was unstoppable," says the man who knows. "Unfortunately, Louis was on the decline when he fought Rocky Marciano. That would have been a great fight."

Boxing has given Tami plenty of good memories and lasting friendships. "I still see my old buddies like Joe Louis and Sugar Ray Robinson a few times a year."

"You know, I still get fan mail," states Tami. "Kids are writing to me because their dads told them I almost knocked out Joe Louis."

Personals

The family of John O'Hanley deeply appreciates the kindness, generosity and sympathy of all his friends and coworkers. Our sincere thanks. Kathy O'Hanley

We wish to thank our friends and coworkers for their kind expressions of sympathy during the recent loss of my father and also for the generous donations to the Whiting First Aid Squad in his name. Bill Lyons and Family

We wish to thank my friends and coworkers for their thoughtfulness and sympathy following the recent loss of my mother. Edward Glinka and Family

The family of Anthony Frank wishes to thank all his friends and co-workers for their kindness and sympathy. Ronnie Frank

We wish to express our deep appreciation for the kindness and generosity extended by our co-workers and friends during the recent loss of our mother. Anthony and John Ferragamo and Family

We wish to express our deep appreciation for the kindness and generosity extended by my co-workers and friends during the recent loss of my father. Marianna Bond and Family

I wish to thank my friends and coworkers for their thoughtfulness and best wishes during my recent surgery. Sophie T. Agiesta

History moves on

The Grumman History Center has moved from its spot next to Plant 2 to new quarters in the lower level of Plant 35, adjacent to the Technical Information Center.

And in case you missed the Memorabilia Van when it made its rounds during Grumman's 50th anniversary, most of the goodies the van showcased are now on display at the History Center's new location.

Their mail stop is L02-35; telephone is Ext. 2401.

obituaries

WILLIAM E. HIGGINS of the Press department, Pl. 3, died Jan. 15 at the age of 59. He had been with the company since 1974 and resided at 232 Nevada St., Lindenhurst.

FREDERICK J. DeWITT of Instrument Test, Pl. 5, died Jan. 23 at the age of 63. He had been with the company since 1959 and resided at 10 Cambridge Ave., Bethpage.

RUTH W. DUNKLEY of Q.C. Quality Eng., Pl. 35, died Jan. 25 at the age of 54. She had been with the company since 1973. Her address was P.O. Box 95, N. Baldwin Station.

LEONARD J. PFISTER of ILS Resource Control, Pl. 1, died Jan. 26 at the age of 67. He had been with the company since 1965 and resided at 12 Settlers Way, Setauket.

GRUMMAN plane news

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Helping hand. *Librarian Roy Scheiman (L) assists a Grummanite who is looking for information to solve a business problem.*

They've got all the facts you've been looking for

If you thirst for information, there's an oasis in Plant 35 that you've probably overlooked.

"We're not as well-known as we'd like to be, and being in the basement doesn't help," says head librarian Roy Scheiman. "That's unfortunate, because we have so many information services we can provide to Grummanites."

People who haven't used the Technical Information Center in Plant 35 — its name has been changed from "Corporate Library" — are missing access to a galaxy of data sources.

"We must have one of the single largest collections of secret documents," Scheiman says. "There are some 750,000 of them on file here.

"We have 19,000 book titles on the shelves, subscribe to 500 journals; we even carry the *New York Times* back to the 60s on microfilm."

The center is also part of the Long Island Resources Council, a clearing house for all libraries on the Island. Beyond that, the center has access to the Library of Congress, New York City and State libraries, including those at universities and colleges, and libraries around the country and the world. "If we have to look overseas for a title, we usually work through a library clearing house in London," says Scheiman.

Star of the show

But the stars of the center's galaxy of services are not printed matter. They're computer terminals.

One links Grumman to data bases carrying all sorts of business, scientific and general information. "Tell the librarian what you're looking for and you'll get back a bibliography of sources, or printed abstracts of articles, or, if you're lucky, complete texts of articles. We have access to over 100 data bases," says Scheiman.

The other terminal is a direct line to the Defense Technical Information Center in Alexandria, Virginia. "We were the first contractor to have this classified hookup," Scheiman notes.

Through it, the center can locate any technical reports written by the Department of Defense or by contractors. Two other data bases contain descriptions of current and projected DOD work.

Scheiman and the other 14 people working in the Technical Information Center are always anxious to help. "If we can get a little more information than our competition can, maybe we'll have a competitive edge."

Access for everyone

Services of the Technical Information Center are available to anyone in the Grumman Corporation. There is a major branch in Plant 6 and a smaller one, established for EF-111 program technical reports, in Plant 40.

A Grummanite with a business problem in any location can start a search for information with a call, a note or a visit.

"While the bulk of our business doesn't come here in person," Scheiman says, "personal communication is important in an information search. People know their subject fields, but they don't know the information field."

Competitive edge

To get more information about the center's services, visit them, call Exts. 3912 or 4215, or drop them a note at mail stop L01-035.

Letters to the editor

To the editor:

In a recent letter to *Plane News*, the question was raised why Grumman couldn't provide its employees with more recreational facilities; specifically, showers for noon-time joggers.

Over the years, the company has encouraged and supported participation in many types of recreational activity, ranging from chess to ballroom dancing. It has sponsored intra-plant softball, volleyball, horseshoes, bocce, hobby and art shows, and has provided equipment, physical layout, and organizational structure to conduct these activities.

There are showers available for joggers, but not in every plant. At Bethpage they are located in Plant 28A, and at Calverton, in the Quonset building, west of Plant 6. When and where practical, additional shower facilities will be considered.

A recreation building that would include an indoor track, pool, basketball and volleyball courts would be great to have. But the cost of such a facility would undoubtedly be a big consideration; and should it be located at Bethpage, it would not be able to serve the needs of Grummanites at Melville, Great River, Calverton, and other sites off Long Island.

At present, there are many public recreational facilities on Long Island. A number of high schools have pools, basketball courts and running tracks open to community residents. Parks, beaches, and residential streets are dotted with joggers. (Many avoid the problems of noon-time jogging by running before or after work, and showering at home.) Health clubs, most with reasonable dues, offer weight and exercise rooms in addition to racquetball and tennis.

Someday we may have our own health club. Until that time, however, we'll have to make do with what Grumman and the surrounding communities can now provide.

Chet Baumgartner
Manager
Grumman Recreation

Alaskan Albatross

Dear editor,

Last summer, my wife and I flew to Anchorage, Alaska, to visit our family. While we were there, they had a fly-in and open house at Merril Field, a private flying field in Anchorage.

To my surprise, they had a group of G-44's fly in. We met one of the families that fly the G-44. The pilot's name was Stan Baltzo; he operates a flying and outfitting service out of Kodiak. All his family were wearing T-shirts that read "I love my Widgeon." Stan's plane was built in 1941, and it was a thing of beauty.

Stan told me that there were about 25 Widgeons still flying in Alaska. There are also numerous Grumman G-21's all over Alaska. These people have nothing but good words to say about these Grumman Iron Horses.

I was hoping that *Plane News* would publish some of my pictures to show how well these planes are holding up after all these years, especially with the kind of weather they have up there and the difficult terrain.

Robert Gibian
Desert Sun Chapter
Grumman Retiree Club
Las Cruces, N.M.

All in the family. *While vacationing in Anchorage, Alaska, Grumman retiree Robert Gibian snapped this photo of Stan Baltzo's family and their Widgeon. Robert reports that Alaska is Grumman amphibian country; Anchorage even has a road named Grumman Street.*

scorecard

Women's varsity trials

The Grumman women's varsity softball team is getting ready to repeat last year's remarkable performance. Two meetings for Long Islanders who want to try out for the team will officially start the season, according to team manager Ken Kretschman.

"We'd like all women who think they can play competitive softball to try out for the team," Kretschman says. "Every spot on the team is open each season."

Last year, the team won both the Long Island Industrial League and the Metro Women's Industrial Tournament championships.

The first meeting this year will be held on Wednesday, February 18, at 5 p.m. in the Plant 15 buffeteria. The second meeting will be held the following Wednesday.

Women who would like to try out but can't make either meeting should call Ken Kretschman, Ext. 6273.

Capital trip

See the cherry blossoms in the nation's capital on the Recreation Department's Washington, D.C., weekend.

You'll travel by bus, leaving Grumman on Friday, April 24. Tours include the White House, the Capitol, the Library of Congress and many other historic sights. Return date is Sunday, April 26.

All admission fees, two dinners, transportation, and accommodations at the Westpark at Tyson Corner are included. The prices are: $115 per person based on triple occupancy; $125 per person for double occupancy; and $180 for single occupancy.

Call Recreation, Ext. 2133, for reservations or more information.

Spiked 'em all. *Production manager Ray Weick (C) presented awards to the Plant 6 Volleyball League championship team of (L to R) Fred Losee, Joe Lengyel, Roger Lamm, Weick, Bruce Haughie, Joe Caruso and Lois Trent. (Not present: John Davis)*

Stamp auction

The Grumman Stamp Club is sponsoring an auction of U.S. and worldwide material on February 26. The auction will take place in the Plant 35 cafeteria at 5 p.m. For more information, contact Steve Hoops, Ext. 8586.

Northern neighbors

The magnificent countryside and seashore surrounding Nova Scotia, New Brunswick and Prince Edward Island will be yours to see on this Recreation Department bus trip. Scheduled for June 5 through June 16, it includes visits to Halifax, Port Royal, Cape Breton and a six-and-one-half-hour cruise on the Bay of Fundy. You'll even visit Boston on the way home.

The price tag is $598 per person based on double occupancy, and includes dinner on each of the 10 nights of your stay.

Sign-up time is 5:30 p.m., Tuesday, March 10 at Plant 28A. Call Recreation for additional information, Ext. 2133.

calendar

AIAA: Tues., Feb. 24, Antun's, Hicksville, 5:30 p.m., social hour, 6:30 dinner. Guest speaker will be Michael Ciminera, of Grumman Aerospace. Guests welcome. S. Miluschewa, Ext. 8830

Aikido Club: every Mon. and Wed., 5:15 p.m., Recreation bldg.; for sport and self-defense; L.I. Aikido Federation; all Grumman employees welcome. B. Baum; Ext. 3013

Alcoholics Anonymous: every Mon., 4:30 p.m., Pl. 15, conference room C, closed meetings; Personnel Relations, Ext. 3521; Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Hdq. Bldg.; open meeting. C. Robb, Ext. 117-6526

C.B.I. Vets Association: Tues., Feb. 24, Recreation Bldg, 5 p.m. Guest speaker will be Irving Mednick, Senior Vice Commander, N.Y. State C.B.I.V.A. Members only. W. Pytlowany, Ext. 2939/8616/ R. Fong, Ext. 2484/8617

Coin Club: (Bethpage) Wed., Feb. 25, Pl. 25 vendor conference rooms, 12:05 p.m., informal lunchtime meeting. K. Hale, Ext. 3717

French Club: Tues., Feb. 24, 123 Grohman's Lane, Plainview, 5:30 p.m. Guests welcome. L. Kaufman, Ext. 2323

Karate Club: every Tues. and Thurs., Recreation bldg., 5:15 to 7:00 p.m., black belt instructors, physical and mental development; beginners and guests welcome. Classes for beginners will start the week of Feb. 15 and will be held every Tues. and Thurs., from 4:30 to 5:30 in the Recreation bldg. T. Ortiz, Ext. 4764

Rod & Gun Club: charter fishing trip on April 4 aboard Blue Fins I & II, sailing from Freeport. Limited to 40 Grummanites and members of their families. M. Berlin, Ext. 4783.

Roller Skating Club: every Thurs., Levittown Skating Rink, 7:30 to 11 p.m. Guests welcome. E. Barsalona, Ext. 8322

Table Tennis: every Thurs., Pl. 24, 5 p.m. also every Fri., Recreation Bldg., 5 p.m. Beginners and guests welcome. B. Fabricant, Ext. 8351

The National Secretaries Association: Thurs., Feb. 19, Polish Hall, Riverhead, 6:30 social hour, 7 p.m., dinner, 8 p.m., meeting. Guest speaker will be Mr. James Keegan of Brookhaven Service Center, IRS. Guests welcome. Cost of dinner is $7.00, including tax and gratuities. E. Gaias, Ext. 117-7397

Toastmasters Club: Wed., Feb. 25, Pl. 25 room C, 5 p.m. Regular meeting. Grumman employees welcome. C. Peterson, Ext. 4930

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